

NIGHT EDITION

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The



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"Circulation Books Open to All."

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NEW YORK, FRIDAY, MARCH 16, 1906.

PASSENGERS LAND BY BREECHES BUOY FROM SHIP ASHORE

Cearense from South America Ran Ashore To-Day in Heavy Snow-storm Near Barnegat While on Her Way to New York.

WRECKING TUGS ARE NOW BESIDE STRANDED LINER.

Vessel Is in an Easy Position, and It Is Hoped She Can Be Pulled Off at High Tide Without Her Cargo Being Lightened.

SERIOUS ACCIDENTS TO SHIPPING IN ONE WEEK.
The past week has been the most disastrous of the winter so far as shipping is concerned.
Konigin Luise, of the North German Lloyd, put into Halifax with rudder shaft broken.
Cearense, Booth liner from Para, ashore at Barnegat.
British King, Phoenix liner, foundered at sea with a loss of twenty-nine lives.
Philadelphia, of the American line, upper works broken and nose torn away.
Ultima, of the Cunard line, when a few miles from Sandy Hook had to run before the hurricane.
Many steamers several days late and all report heavy gales.

Wrecking tugs have reached the Booth liner Cearense that went ashore to-day between Toms River and Seaside, N. J. The twenty-one passengers have been landed upon the beach in the breeches buoy of the life-saving crews of Seaside Park and Toms River. The sea was too rough to transfer them to a tug.

The ship lost her way in the blinding snowstorm before daylight. She lies within 200 yards of the shore.

The vessel struck with her bow south and broadside to the beach. The high waves rolled over her quickly, and her captain, W. F. Mason, sent up signals of distress.

The rockets were seen by the life-savers at Toms River and at Seaside Park. The life-savers responded at once, but so high were the waves that it was dangerous to take the small boats alongside for several hours.

From the shore a line was shot out and the breeches buoy sent to the stranded steamship. Capt. Mason reported that he had a number of passengers on board, but that they were in no immediate danger. He said that he and the passengers and crew preferred remaining on board to risking a slide to shore in the breeches buoy.

In messages passed between the captain and the life-savers the former said that he was running light and that he had lost his way during the heavy snowstorm and went ashore at ground about 4:15 o'clock this morning. He said that there was but little water in the hold, but that he was in need of immediate help because of the high seas, and asked that a wrecking tug be sent for.

Tugs Sent to Her.

The Chapman-Merritt Wrecking Company was communicated with in this city, and the wrecking tug I. J. Merritt was sent with all speed to the stranded vessel.

The boat is still tight and lying broadside on the beach. The Merritt wrecking tug has arrived and will make an effort to float the steamer on the high water to-night.

Her cargo is general merchandise and no attempt has yet been made to lighten her by throwing the cargo overboard. The last message from the vessel reported "All well on board," but the passengers are being hoisted with lines and have insisted on coming ashore. They will be cared for at the life-saving station until they can be sent to New York.

In his last message to shore Capt. Mason said that his vessel ran into the northeast gale on Tuesday and had been fighting her way up the coast with battered hatches. Passengers were looked after, and the reports that the vessel was fast about them to prevent being washed overboard. The engines and steering gear were in good shape when the vessel was last seen.

News of the wreck has traveled along the coast, and several hundred people are gathered from the small shore towns to assist in rescuing or caring for the passengers and crew when they are landed.

Is Old West Indian.
The steamer is 315 feet long, 40 feet wide and 25 feet deep. She was built at Barrow, England, in 1891, and was formerly the West Indian.

At the office of the Booth Steamship Company, No. 88 Gold street, Manager James V. Dinmore said he could not believe the reports that the stranded steamer is the Cearense.

I have had no official information on the subject, he said, and I do not put any faith in newspaper reports. As far as I know the Cearense is on her way to New York. However, if I don't get official information this afternoon I shall go to Atlantic City 8 o'clock, and see for myself.

Asked as to the cargo and passenger list, of the Cearense, Mr. Dinmore said that the firm had no information on the subject.

"Ship that sail from Brazil," he explained, "are laden by the local shippers. We don't know what they carry until they arrive here and turn in their manifests."

THE PUBLIC IS WISER NOW.

By F. G. Long.



EPIDEMIC OF MEASLES NOW IN THIS CITY

Large Number of Cases, but the Health Board Is Not Alarmed.

RECORD OF MEASLES FOR LAST MONTH.

Week ending.	Cases.	D'ths.
Feb. 10.....	1,330	48
Feb. 17.....	1,674	37
Feb. 24.....	1,636	34
March 3.....	1,903	45
March 10.....	2,384	55

Measles has become epidemic in New York, with 2,384 cases now on the records of the Board of Health. Though the heads of the department say there is nothing alarming in the recent spread of the malady, in sections of the city where the cases are thickest much concern is felt by the parents of young children.

This is the time of year for measles to become epidemic, however. In 1905, 1,576 cases were reported for the week ending March 12, with 155 deaths. Last year was an off season for the measles bacilli, with a record of only about one-third of the number of cases now reported.

Thirty-five deaths have occurred as a direct result of measles this year, with 135 deaths from bronchial-pneumonia, which often follows in the wake of measles.

Dr. Gilroy, of the Health Department, while declaring that the present epidemic shows more cases than ever before reported, considers that the death rate is small in proportion. He does not see any occasion for alarm.

Health officers say that unusual precautions have been taken to discover cases of measles, though there are hundreds of cases the department never hears of.

MRS. AVERY NOT TO BE WILLETTS'S BRIDE.
(Special to The Evening World.)
COLORADO SPRINGS, Col., March 16.—That Mrs. Frank Avery, the wealthy Chicago widow, would marry the New York millionaire horseman, Howard Willetts, was to-day denied by Mrs. Avery.

The rumor of the engagement as printed in a New York paper to-day was shown to Mrs. Avery, who said it was untrue. Mrs. Avery is the widow of a wealthy Chicagoan and is spending the winter at the Springs.

TEWKESBURY ARRESTED BY PHILADELPHIA COPS

Alleged Swindler Found at Bellevue-Stratford Hotel on Tip from New York—Says He Spent Two Weeks Here.

(Special to The Evening World.)
PHILADELPHIA, Pa., March 16.—Lewis G. Tewkesbury, formerly a millionaire of New York and London, was this afternoon placed under arrest in the Bellevue-Stratford Hotel as the result of a telegraphic communication to the local Detective Department from Police Inspector McLaughlin, of New York, stating that Tewkesbury is under indictment there for grand larceny. He was taken at once to the Central Station, and after being given a preliminary hearing was committed without bail for a further hearing next Tuesday.

Inspector McLaughlin's telegram read: "Make every effort to run down and arrest Lewis G. Tewkesbury, now stopping at the Bellevue-Stratford Hotel. He is under indictment here charged with grand larceny. Do all you can and wire us immediately."

Three detectives were at once assigned to the case. They found Tewkesbury in the lobby of the hotel at which he has been living in fine style for the past six weeks.

After being informed that he was under arrest he calmly asked permission to use the telephone. The request was granted, and Tewkesbury called up Attorney John H. K. Scott, and asked him to meet him at the Central Police station, where he was taken.

Lawyer Scott was on hand and tried every means to obtain his client's release on bail, but without success. Asked what he had to say Tewkesbury replied: "Some woman is at the bottom of this."

"Where is Mrs. Tewkesbury?" he was asked.
"I presume you mean the second Mrs. Tewkesbury. Well, she is with her mother in Paris."

"I suppose you just came over from England?"
"By no means," he answered. "I had been in New York City for two weeks before I came to Philadelphia, and I have been here about six weeks."

When asked what business he was engaged in here, Tewkesbury did not go into details, but merely remarked that he was very busy. He intimated that there were times in the life of the average man when he had to work.

SCORE SEE MAN PLUNGE TO HIS DEATH

Women Faint as Aged Roofer Shoots Over Eaves of Church.

While a score of persons stood speechless with horror in front of St. Bartholomew's Church, at Madison avenue and Forty-fourth street, to-day, Walter Cathie, sixty years old, struggled for his life as he clung to the gutter high up on the eaves of the church. Then his hold broke and he crashed to the sidewalk. He landed full on his head and was killed instantly. Several women in the crowd fainted.

It was the most dramatic event in the history of the famous Episcopal church that numbers many millionaires among its congregation. For fully three minutes Cathie squirmed and clutched the gutter, vainly trying to pull himself back to safety. The crowd was hypnotized by horror and could not move to aid the man. It would have been impossible for any one to get up to the roof in time to pull him back, and no ladder could have been obtained for him. Helplessly the men and women watched him fight for his life.

Cathie lived at No. 633 West One Hundred and Eighty-seventh street and had been for many years a roofer. To-day the sexton of the church, John Arbutnot, wanted a man to repair the roof, that had begun to leak after the thaw this morning. Cathie was sent by his employers to do the work. Although he was old and gray-haired, he assured the sexton in his cheerful way that he was equal to the job.

It was a piece of work that might well have taxed a much younger man. The snow in the leaders, or waste pipes, from the roof had frozen, and when the snow melted to-day the water backed up along the eaves and ran through several small cracks between the slates.

Cathie went out on the steeply slanting roof alone. He did not use a rope, and evidently counted on the width of the gutter as being safe enough. His first work was to chip away the ice that clogged the leaders, and he could see where the leaks were. He was chopping with a small hatchet when he slipped on a mound of ice. He was four stories above the pavement. With the coyness trade as it is of the steeple jack he struck out with his hatchet for a grip. He had fallen on his stomach and the hatchet failed to catch, and in a minute he was over the ledge.

The old roofer grasped the edge of the gutter. He was too stiff and weak to throw himself back. So he swung and called loudly for help. He tried several times to throw himself back, but he could not get a grip on the copper-lined gutter, corroded and half-eaten away, broke and he came down like a shot, turning head foremost.

He moved after he struck the ground. Arbutnot, the sexton, who had been busy on the ground floor of the church, ran out, attracted by the screams of the hysterical women. Policeman Cook of the East Fifty-first Street Station called an ambulance from Flower Hospital, and Dr. Overbrook said that Cathie had sustained a broken neck and a fractured skull.

His body was taken to the police station and another roofer was sent to do the work.

40 BURNED TO DEATH IN WRECK OF FAST TRAINS

All Occupants of Crowded Car Met Awful Death on Denver and Rio Grande Road, as Men Fought Fire to Save Them.

ONE VICTIM BEING SLOWLY ROASTED BEGGED TO BE SHOT

Other Coaches Smashed and Passengers Suffering Injuries Were Exposed to Blizzard that Raged in Wild Section of Colorado—Rescuers Did Heroic Work.

PUEBLO, Col., March 16.—About forty charred bodies lie in the ruins of two Denver and Rio Grande passenger trains which were wrecked by a head-end collision at 2:10 A. M. to-day at a point between Beaver and Adobe, about twenty-eight miles west of Pueblo. Part of the train was burned.

Fifteen persons severely injured in the disaster are lying on cots at St. Mary's Hospital in this city, with the prospect that some of them will be added to the death list. A dozen others were more or less hurt and a score suffered from bruises and shock.

Th bodies recovered and identified so far are those of:
HOLLIS, WILLIAM, engineer No. 16.
M'PARLAN, E. M., Globe Express Messenger No. 16.
CAUSLET, WALTER, engineer first engine No. 3, Pueblo.

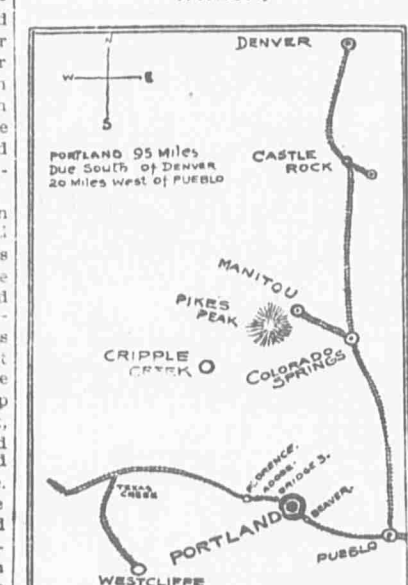
For two and a half hours half nude men thrown from their berths by the impact of the two trains rushing together frantically tore at burning timbers endeavoring vainly to extricate scorching, dying people from an awful fate.

When the first relief train arrived from Pueblo there was little in the cars that were burned to indicate that there had been precious freightage of human lives excepting heaps of scorched flesh and smouldering bones.

The cause of the wreck is attributed to a failure to deliver orders to No. 16, so that No. 3 could pass.

The crash occurred in a blinding snowstorm, which continued for hours, making the work of rescue most difficult.

MAP SHOWING SCENE OF TRAIN WRECK.



Passenger train No. 3, the Utah and California express, which started from Denver at 8 o'clock last evening, left this city soon after midnight heavily loaded with passengers and hauled by engines Nos. 629 and 720.

The forward coach of the hapless train was well filled. In fact, it was difficult to find a seat anywhere and a number of passengers were standing in the aisles. Just as this train was rounding a sharp curve between Beaver and Adobe it met train No. 16, eastbound, which was running at a high rate of speed and crashed into the heavy train, climbing the sharp grade.

Explosion Starts Fire.

In an instant there was confusion. Passengers were hurled from their seats and covered with splinters of wood and flying glass. Many were killed in the awful impact, and the others caught beneath the wreckage filled the air with their cries for assistance.

A moment later the cars with which the train was lighted exploded, and in an instant the wreckage was blazing fiercely. One man in the first coach of No. 3 had managed to raise a window and had forced his body half way to freedom when he became lodged in the window. He fought fiercely for life, but each movement only wedged him the more tightly. The flames swept over him and left him writhing in agony.

He cried out: "For God's sake and for the sake of my baby shoot me!" The onlookers, prevented from approaching the scene because of the intense heat, turned away.

JEWES ORDERED TO LEAVE VLADIVOSTOK.

VLADIVOSTOK, Russia, March 16.—The Jews here have been ordered to leave the city in three days.

WINNERS AT FAIR GROUNDS.

First—Sweet Favor 7-1, Simon Kent 10-1 place, Trossachs Second—Schroeder's Midway 9-2, Helmut 4-5 pl., Beattie

AT CITY PARK.
First—Jack Lee 5-1, Belsay 4-1 place, Young Stevens. Second—Pirate 4-5, Judge Nolan 4-5 place, Tripoli.

MITCHELL CONFERS WITH LEADING MINE OPERATOR.

INDIANAPOLIS, Ind., March 16.—President Mitchell, of the Miners' Union, and F. L. Robbins, President of the Pittsburg Coal Company, a leader among the operators, held a conference to-day.

Neither would say what the result of their meeting was.

NOTHING ATTRACTIVE ON CITY PARK CARD

It Gave Talent a Good Chance to Break Even with the Books, However.

CITY PARK, NEW ORLEANS, March 16.—There is nothing especially attractive about the card here to-day. The fourth race, a mile, selling affair, might be a feature. One thing about the card that recommended it to the talent was that it gave them an even chance with the bookies.

MRS. ROOSEVELT ON JOURNEY TO GROTON.

BOSTON, March 16.—Mrs. Theodore Roosevelt, wife of the President, passed through this city to-day on her way from Washington to Groton to visit her son Kermit, who is a student at the Groton school.

TUCKER LOSES PLEA FOR WRIT OF ERROR.

WASHINGTON, March 16.—Justice Harlan, of the Supreme Court of the United States, to-day denied the writ of error applied for in the case of Charles L. Tucker, under sentence of death on the charge of murdering Miss Mabel Page at Weston, Mass., in March, 1904.

HARD FOR BETTORS AT FAIR GROUNDS

Talent So Well Matched that Picking Winners.

FAIR GROUNDS, NEW ORLEANS, March 16.—A hard card was offered here to-day and safe bets were few, the fields were of a fair size, and so evenly matched that the players had their own troubles locating the winners.

ARRESTED FOR THEFT OF 700 GOLD KNIVES.

As a result of the arrest of Montague Phillips, a clerk employed by the American News Company, yesterday, as he was pawing a gold knife. Detectives Carey and McCafferty to-day took into custody B. F. Kenney, a stenographer employed by the manufacturers of a popular brand of whiskey.

Sunday World Wants Work Monday Wonders.